

25X1

TOP SECRET
Approved For Release 2003/02/27 : CIA-RDP71B00263R000200220062-6

ENT TO:

25X1

Copy 4 of 8

25X1

ACTIVITY REPORT
OFFICE OF SPECIAL ACTIVITIES
FEBRUARY 1967

I. ONCART

A. DEVELOPMENT SUMMARY - PROGRESS

1. AIRFRAME

Flying activity returned to near normal following the low level of activity, caused by the Aircraft 125 crash, in the previous month.

2. PROPULSION

a. Five tests of the automatic exhaust gas temperature trimmer were completed with good results on the flight test aircraft (S/N 121). One engine utilizes a Hamilton Standard and the other a Bendix main fuel control, and auto trimmers are installed on both engines. Both auto trimmers are currently set to maintain a mean EGT at cruise of 790°C with an accuracy of + 10°C. Data analysed to date indicate that EGT is being maintained within these desired limits.

b. Several instances of instability occurred on Hamilton Standard (JFC 47) main fuel controls. Fuel control tests conducted by Pratt & Whitney at FRDC indicate that most of these instabilities can be corrected by addition of a new loading spring on the relief valve of the main fuel flow pressure regulating system. This relatively simple modification to the fuel control can be accomplished at [] but does involve removal of the control from the engine for a bench test. All active JFC 47 controls will receive this modification.

25X1A6A

3. PAYLOAD

25X1

a. [] missions
were flown.

25X1A2G

25X1A2G

TOP SECRET

Approved For Release 2003/02/27 : CIA-RDP71B00263R000200220062-6

b. A total of nine (9) photo configuration flights were flown. Specifically, four (4) Type I flights, one (1) Type II and four (4) Type IV flights. All photo test flights were successful.

4. AIRCRAFT FLIGHT TEST AND OPERATIONAL TRAINING SUMMARY

<u>Aircraft</u>	<u>Flights Feb.</u>	<u>Time Feb.</u>	<u>Total Flts.</u>	<u>Total Time</u>
121	7	10:10	268	299:44
122	-	-	157	169:39
123	-	-	78	136:10
124	-	-	540	953:35
125	-	-	203	334:50
126	-	-	104	169:16
127	4	8:05	192	332:20
128	4	7:20	169	314:15
129	5	8:25	195	256:54
130	7	13:30	160	283:23
131	5	8:15	107	175:15
132	6	9:10	139	235:02
133	-	-	9	8:17
	<u>38</u>	<u>64:55</u>	<u>2321</u>	<u>3668:40</u>

B. OPERATIONAL SUMMARY AND PROGRESS

1. Contingency Planning (SKYLARK):

a. A capability is being maintained for the aerial reconnaissance of Cuba on a one week advance notification basis.

b. On 23 February 1967, OXCART Operations/AFRDR-P representatives met at Headquarters USAF to coordinate/discuss SKYLARK Identification and Radar Suppression Procedures. A meeting is scheduled on 6 March 1967 to finalize SKYLARK Procedures with JCS (JRC).

2. Contingency Planning

25X1A2G

No change.

3. Deployment Planning

25X1A2G

No change.

4. Configuration Control Board (CCB):

25X1A6A

A meeting of the CCB convened on 1 February 1967 at [redacted] The OXCART Concept of Operations for CY 1967 was reviewed/approved by the CCB.

25X1A2G

TOP SECRET

Approved For Release 2003/02/27 : CIA-RDP71B00263R000200220062-6

Page 3

25X1A2G

25X1A2G

5. Emergency Procedures:

The new Project Headquarters Directive (50-20-10) covering Emergency Procedures for Non-Operational A-12 flights was published and became effective 10 February 1967. A coordination visit to NORAD, DIG/Safety and AFFTC was accomplished prior to the effective date.

6. Forward Base Exercise (EXERCISE INDIA):

a. The OXCART Division will conduct a Forward Base Exercise (FBX) of the Project Detachment at Eielson AFB, Alaska, during the period 28 February through 2 March 1967. Participants will include Project Headquarters, Headquarters SAC, 903rd AREFS and the Project Detachment at Eielson AFB.

b. [] is similar to frequent exercises which Project Headquarters has conducted with the overseas detachments in the past.

7. Project Pilot Inventory:

No change.

8. A-12 Aircraft:

No change.

9. Performance Statistics:

All Performance Statistics as repeated in January 1967 report (OXC-0043-67) remain unchanged with the following exception:

j. Average A-12 time Operationally Ready Detachment pilots. 358 Hrs.

II. IDEALISTA. DEVELOPMENT SUMMARY AND PROGRESS1. U-2R

LAC submitted a report covering the latest aerodynamic and installed engine performance estimates. The U-2R performance evaluation will be revised as required after the current gross weight status has been established.

25X1A2G

TOP SECRET

Approved For Release 2003/02/27 : CIA-RDP71B00263R000200220062-6

25X1A2G

Approved For Release 2003/02/27 : CIA-RDP71B00263R000200220062-6
TOP SECRET

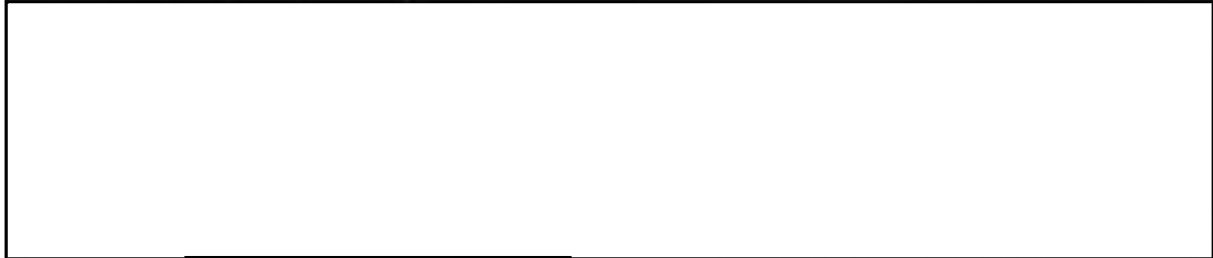
Page 4

25X1A2G

B. OPERATIONAL SUMMARY AND STATUS

1. General Summary

25X1X7



25X1

25X1A2G

b. [redacted] completed their U-2 flight training at [redacted] on 11 February and were declared operationally ready, Category III. During the period of 20 through 24 February, the two [redacted] attended and completed the Tropical and Water Survival Training in Florida.

25X1A2G

25X1A2G

c. Two [redacted] tests were flown during February. Both flights were successful.

25X1



25X1A9A

e. [redacted] arrived at [redacted] and assumed duty as Operations Officer. With two operations officers at [redacted] now, the requirement for sending an operations officer TDY from [redacted] has been eliminated.

25X1A2G

25X1A2G

25X1A2G

2. Product Improvement

25X1A2G

a. Article 348 was shipped from Detachment "H" to [redacted] on 19 February 1967. Work projected includes necessary modifications to permit installation of the 13B engine and Doppler Navigation System. Compliance with outstanding service bulletins and a general refurbishing of the Article will also be accomplished.

25X1A2G

25X1A2G

b. Article 359 was returned to [redacted] on 21 February from [redacted]. Conversion to accept the 13B engine and Doppler Navigation System was accomplished while at [redacted]. Installation of these two items plus a general refurbishing of the Article was also completed.

25X1A2G

25X1A2G

TOP SECRET

